Final Environmental Impact Report

# 749 West El Camino Real Mixed-Use Project

SCH #2023050251



Prepared by

City of

Mountain View

In Consultation with

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ENVIRONMENTAL CONSULTANTS & PLANNERS

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# Section 1.0 Introduction

This document, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (Final EIR) for the 749 West El Camino Real Mixed-Use project.

## 1.1 Purpose of the Final EIR

In conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, this Final EIR provides objective information regarding the environmental consequences of the proposed project. The Final EIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final EIR is intended to be used by the City in making decisions regarding the project. Pursuant to CEQA Guidelines Section 15090(a), prior to approving a project, the lead agency shall certify that:

(1) The Final EIR has been completed in compliance with CEQA;
(2) The Final EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and
(3) The Final EIR reflects the lead agency's independent judgment and analysis.

## 1.2 Contents of the Final EIR

CEQA Guidelines Section 15132 specify that the Final EIR shall consist of:

a) The Draft EIR or a revision of the Draft;
b) Comments and recommendations received on the Draft EIR either verbatim or in summary;
c) A list of persons, organizations, and public agencies commenting on the Draft EIR;
d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and
e) Any other information added by the Lead Agency.

## 1.3 Public Review

In accordance with CEQA and the CEQA Guidelines (Public Resources Code Section 21092.5[a] and CEQA Guidelines Section 15088[b]), the City shall provide a written response to a public agency on comments made by that public agency at least 10 days prior to certifying the EIR. The Final EIR and all documents referenced in the Final EIR are available for public review at the City of Mountain View's Community Development Department within City Hall (500 Castro Street, 1st Floor) on weekdays during normal business hours (8:00 a.m. to 4:00 p.m.). The Final EIR is also available for review on the City's website: https://www.mountainview.gov/our-city/departments/community-development/planning/active-projects/ceqa-postings.

# Section 2.0 Draft EIR Public Review Summary

The Draft EIR for the 749 West El Camino Real Mixed-Use project, dated March 11, 2025, was circulated to affected public agencies and interested parties for a 45-day review period from March 11, 2025 through April 25, 2025. The City undertook the following actions to inform the public of the availability of the Draft EIR:

- A Notice of Availability of the Draft EIR was published on the City's website (https://www.mountainview.gov/our-city/departments/community-development/planning/active-projects/ceqa-postings) and Daily Post newspaper on March 12, 2025;
- Notification of the availability of the Draft EIR was mailed to project-area residents and other members of the public who had indicated interest in the project;
- The Draft EIR was delivered to the State Clearinghouse on March 11, 2025, as well as sent to various governmental agencies, organizations, businesses, and individuals (see Section 3.0 for a list of agencies, organizations, businesses, and individuals that received the Draft EIR); and
- Copies of the Draft EIR were made available at the City of Mountain View City Hall (500 Castro Street), the Mountain View Public Library (585 Franklin Street), and on the City's website:
    - (https://www.mountainview.gov/our-city/departments/community-development/planning/development-projects/749-w-el-camino-real-avenue
    - https://www.mountainview.gov/our-city/departments/community-development/planning/active-projects/ceqa-postings).

# Section 3.0 Draft EIR Recipients

CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies.

The NOA for the Draft EIR was sent to owners and occupants within 750 feet of the project site and to adjacent jurisdictions. The following agencies received a copy of the NOA and/or Draft EIR from the City or via the State Clearinghouse:

- Bay Area Air District
- California Department of Transportation, District 4
- City of Palo Alto
- City of Sunnyvale
- Cuesta Park Neighborhood Association
- GreenSpaceMV
- Livable Mountain View
- Mountain View Coalition for Sustainable Planning
- Mountain View Historical Association
- Mountain View Whisman School District
- Mountain View-Los Altos Union High School District
- NASA Ames Research Center
- Old Mountain View Neighborhood Association
- Santa Clara Valley Audubon Society
- Santa Clara Valley Water District
- Valley Transportation Authority

# Section 4.0 Responses to Draft EIR Comments

In accordance with CEQA Guidelines Section 15088, this document includes written responses to comments on environmental issues received by the City of Mountain View on the Draft EIR. Responses to comments on the project's merit are not required under CEQA or included.

Comments are organized under headings containing the source of the letter and its date. The specific comments from each of the letters and/or emails are presented with each response to that specific comment directly following. Copies of the letters and emails received by the City of Mountain View are included in their entirety in Appendix A of this document. Comments received on the Draft EIR are listed below. None of the comments raised represents new significant information that would warrant recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5(a).

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# Federal and State Agencies

## A. California Department of Transportation (dated April 23, 2025)

**Comment A.1:** Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the West El Camino Real Mixed-Use Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the March 2025 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding
The proposed project is a mixed-use commercial and housing development adjacent to State Route 82 (SR 82). The project includes a facility for an existing bank and will have commercial space and 299 multi-family residential units with 33 of those units that are reserved for low- to very-low- income households.

**Response A.1:** This section introduces the comments below, which are subsequently responded to below.

**Comment A.2:** Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide (link).

The project VMT analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

**Response A.2:** This comment is acknowledged. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment A.3:** Hydrology
Report states that "There are no storm drain capacity issues adjacent to or downstream of the project site, and the existing stormwater infrastructure would continue to have adequate capacity after construction of the project. "(pg. 221). More information is required to confirm this statement.

**Response A.3:** In April 2019, the City adopted the Storm Drain Master Plan, which included storm drain capacity modeling based on the land use development

assumptions included in the City's land use documents (e.g., General Plan and various Precise Plans). This modeling included the development proposed by the project and concluded that there would not be any capacity issues near or downstream of 749 El Camino Real with buildout of the assumed land uses (including the proposed project). Text has been added to the footnote on page 216 of the Draft EIR to clarify the source of this determination (refer to Section 5.0 Draft EIR Text Revisions).

**Comment A.4:** Increased runoff should be intercepted by adequate number of Drainage Inlets (if required) so that run-off does not affect Caltrans' Right-of-Way (ROW) on SR 82. Any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

**Response A.4:** As discussed in Section 4.9 of the Draft EIR (pages 135 to 146), the project would be required to comply with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP), which would include implementation of Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features, to maintain the site's natural hydrologic functions and prevent an increase in stormwater runoff from the site after project implementation. The project site is not located within a floodplain; therefore, no floodplain impacts would occur. This comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR.

**Comment A.5:** Cultural Resources
Should construction activities within Caltrans' ROW take place in relation to this project, these mitigation measures shall be implemented if there is an archaeological discovery. If there is an inadvertent archaeological or burial discovery within Caltrans' ROW, please immediately contact the Caltrans Office of Cultural Resource Studies at (510) 847-1977. A staff archaeologist will evaluate the finds within one business day after contact. Caltrans requires review of any potential data recovery plans within Caltrans' ROW.

**Response A.5:** Text has been added to the conditions of approval on page 39 of the Draft EIR to clarify that archaeological discoveries within Caltrans ROW would require additional coordination with the Caltrans Office of Cultural Resource Studies (refer to Section 5.0 Draft EIR Text Revisions). None of the project impacts, mitigation measures, or impact conclusions warrant revision based on the above comment.

**Comment A.6:** Construction-Related Impacts
Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (link).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

**Response A.6:** Details regarding construction logistics for the proposed project have not been prepared at this stage of the development process; however, the project would comply with Caltrans requirements regarding the need for a transportation permit if oversized or excessive load vehicles are required to transport materials on State roadways. In addition, the project applicant would coordinate with Caltrans to develop a Transportation Management Plan, if required by Caltrans. For additional discussion regarding project impacts on traffic operation on El Camino Real, see the discussion included under checklist question c) on pages 201 to 203 of the Draft EIR.

**Comment A.7:** Lead Agency
As the Lead Agency, the City is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

**Response A.7:** No improvements to El Camino Real or other segments of the State Transportation Network would be required for the project. For additional details regarding the project's mitigation measures, including details such as scheduling, implementation responsibilities, and lead agency monitoring requirements, see the Summary section of the Draft EIR (specifically pages v to ix of the Draft EIR) and the Mitigation Monitoring and Reporting Program (MMRP) prepared for the project (which will be available for review as part of the materials packet prepared for the future public hearings for the project).

**Comment A.8:** Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion.

**Response A.8:** As discussed on page 199 of the Draft EIR, "the project would improve pedestrian facilities by widening sidewalks on El Camino Real, Castro Street, Victor Way, and Lane Avenue, installing landscaping along the project frontage and in the new public plaza to enhance the pedestrian environment, building curb bulbouts and new high-visibility crosswalks, and installing new ADA-compliant curb ramps." Therefore, any new curb ramps providing access to pedestrian facilities on or adjacent to El Camino Real (a Caltrans facility) would be compliant with Americans with Disabilities Act (ADA) requirements.

**Comment A.9:** As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

**Response A.9:** Text has been added to page 200 of the Draft EIR to clarify that the project would comply with City standard conditions of approval to prepare traffic control plans and a construction traffic and parking management plan to limit

potential disruptions to existing bicycle and pedestrian facilities along El Camino Real during construction activities. Refer to Section 5.0 Draft EIR Text Revisions for additional details regarding these City standard conditions of approval.

**Comment A.10:** Encroachment Permit
Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway Rights-of-Way (ROW) requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist (link)
- Caltrans Encroachment Projects Processes – Information Video (link)
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual (link)

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (link).

**Response A.10:** If construction activities will occur in Caltrans ROW, the project applicant would coordinate with Caltrans' Office of Encroachment Permits as needed to obtain the appropriate Encroachment Permit. The City will include a condition of approval in the findings report for all requested entitlements (including the Development Review Permit and the Planned Community Permit) for the project to obtain the appropriate Encroachment Permit from Caltrans' Office of Encroachment Permits, if needed.

## B. Department of Toxic Substances Control (dated March 20, 2025)

**Comment B.1:** The Department of Toxic Substances Control (DTSC) reviewed the Supplemental Environmental Impact Report (SEIR) for the 749 West El Camino Real Mixed-Use Project (Project). The Project would demolish the existing 1,487 square foot restaurant building, 18,302 square foot bank building, and all associated surface parking and landscaping on-site to construct two new buildings on-site: 1) a two-story, 41 feet tall, 11,500 square foot bank and 2) a six-story, mixed-use building with 299 multi-family residential units up to 13,465 square feet of ground-floor commercial uses, and two levels of underground parking.

In March 2020, a Phase I Environmental Site Assessment (ESA) was prepared for the Project by Ramboll. The ESA states that former underground storage tanks (USTs) were removed from the northwestern portion of the site according to a Subsurface Investigation Report conducted prior to 1990 and the report does not provide any information regarding oversight of the UST removals by a regulatory agency. The ESA also states: "Ramboll was not provided with any specific information regarding historical agricultural chemical use, although pesticides or other agricultural chemicals may have been applied on the site, and it is possible that residual concentrations of agricultural chemicals may be present in soil and potentially groundwater." The City addresses these issues in the SEIR under COA HAZ -2.1 Toxic Assessment section stating: "A toxic assessment report shall be prepared and submitted as part of the building permit submittal. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by: the City's Fire and Environmental Protection Division (FEPD); the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction".

> **Response B.1:** This section introduces the comments below, which are subsequently responded to below.

**Comment B.2:** DTSC recommends and requests consideration of the following comments:

> 1. The City's Fire and Environmental Protection Division (FEPD) is not a certified local agency, therefore, DTSC recommends the City of Mountain View address contamination found to be present within the Project area through oversight from a self-certified local agency, DTSC or Regional Water Quality Control Board. If entering into one of DTSC's voluntary agreements, please note that DTSC uses a single standard Request for Lead Agency Oversight Application for all agreement types. Please apply for DTSC oversight using this link: Request for Agency Oversight Application. Submittal of the online application includes an agreement to pay costs incurred during agreement preparation. If you have any questions about the application portal, please contact the relevant Regional Brownfield Coordinator for your Project.

> **Response B.2:** Text has been added to the City standard conditions of approval included on page 131 of the Draft EIR to clarify which regulatory agencies could provide oversight during preparation of the toxic assessment. Refer to Section 5.0 Draft EIR Text Revisions for additional details regarding the revised City standard condition of approval.

**Comment B.3:** 2. When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern (COCs) can be present. The Lead Agency shall identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are dichloro-diphenyl-trichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet HHRA NOTE NUMBER 3, DTSC-SLs approved local area baselines or thresholds. If they are not, remedial action must take place to mitigate them below those thresholds. Additional COCs may be found in mixing/loading/storage areas, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required.

**Response B.3:** Text has been added to the City standard conditions of approval included on page 131 of the Draft EIR to clarify the various contaminants of concern that shall be included in the toxic assessment. Refer to Section 5.0 Draft EIR Text Revisions for additional details regarding the revised City standard condition of approval.

**Comment B.4:** 3. DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual. Additionally, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.

**Response B.4:** This comment is noted; however, the project would not require the import of any fill for the site. Therefore, no testing for contaminants of concern would be required for the project.

# Regional and Local Agencies

## C. Santa Clara Valley Transportation Authority (dated April 25, 2025)

**Comment C.1:** VTA appreciates the opportunity to comment on the draft Environmental Impact Report (EIR) for the 749 West El Camino Real Mixed-Use Project (SCH #2023050251). VTA has reviewed the document and has the following comments:

> **Response C.1:** This section introduces the comments below, which are subsequently responded to below.

**Comment C.2:** Project Location and Land Use/Transportation Integration

VTA supports the proposed land use intensifications in the project area, located within close proximity to VTA bus service lines 22, 51, 52. Rapid 522, and located within one mile of the Mountain View Transit Center. VTA commends the City for proposing up to 299 multi-family residential units (33 being for low- to very-low income), 13,465 sq. ft. of new commercial uses, and new 11,500 sq. ft bank, in addition to two levels of underground parking and a public plaza. The addition of these new uses will significantly support transit ridership, and the residential land use will complement the area's current mixed-land uses. VTA supports a mix of land uses that encourage a live-work-play activity center for Mountain View that offers additional opportunities for residents and employees to incrementally reduce vehicle trips, and greenhouse gas emissions. VTA recommends integrating open space into the adjacent developments wherever possible.

Also, VTA supports policies and plans that target growth around the established cores, transportation corridors, and station areas in the County, as described in VTA's Community Design & Transportation (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

> **Response C.2:** This comment is acknowledged. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment C.3:** Site Plan

VTA appreciates the inclusion of a high-quality public plaza, and significant retail and active uses along both project frontages. VTA reiterates our recommendation from an earlier review of the site plans to tighten the radius of the Castro/El Camino intersection corner. Tightening this radius will add to the public domain and slow vehicles as they turn from Castro Street onto El Camino Real, improving safety for pedestrians and cyclists. Reclaiming this space for people will also improve public life at this location.

> **Response C.3:** The City has reviewed the El Camino Real/Castro Street intersection and identified it for a future (funded) protected intersection project independent of

the proposed 749 West El Camino Real Mixed-Use project. In order to support this future improvement, the intersection must maintain a certain width. Moving the curbs in to tighten the radius in advance of the protected intersection project would require moving the curbs back out as part of the improvements. The City agrees with the above comment that tighter curb radii with this project would be beneficial. The future, funded protected intersection improvements at this location will provide a tighter curb radius via the corner islands that will be constructed within the protected intersection. The comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment C.4:** Bicycle and Pedestrian Accommodations

The inclusion of 424 long-term bicycle parking spaces, 34 short-term bicycle parking spaces, and tree-planting to provide shade is appreciated. The proposed new buffered bike lane along the project frontage on El Camino Real, which would eliminate conflicts between buses and bicyclists is also appreciated. While this DEIR does not include in-depth detail on bicycle parking in the project, VTA reiterates our comments regarding bike lounges on the site plan from early 2022, which is attached to this letter as Attachment A.

VTA appreciates the project's inclusion of active transportations accommodations that support sustainable transportation for all employees, customers, and residents of the development, and helps to reduce the project's automobile trips and vehicle miles traveled.

*Note that Attachment A referenced in the above comment is provided in Appendix A of this document.*

**Response C.4:** The referenced Attachment A that was included as part of this comment letter was reviewed by City staff and considered by the project team as part of the project design. The City and project applicant will consider the suggestions that VTA has made regarding the inclusion of short-term floor racks and kick plates on-site within the proposed bike lounge. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment C.5:** Transit Accommodations

VTA appreciates the City's efforts to work with the developer to improve and relocate the existing bus stops along the project frontages. In September 2022, BKF Engineers, at the request of City Mountain View staff, reached out to VTA staff to approve suggested project bus stop improvements via a formal letter. BKF's requested clearance to vacate two transit shelter easements located on El Camino Ral and Castro Street. VTA provided approval via formal letter in February 2025 – this letter has been attached as Attachment B.

These improvements include:
Eastbound El Camino Real east of Castro Street:

- Bus stop relocation west

- 10’ wide bus boarding island
- 17’ shelter with AC power connection
- 10’ x 150’ Bus pad

Northbound Castro Street south of El Camino Real:

- Bus stop relocation south
- 13’ shelter with AC power connection

*Note that Attachment B referenced in the above comment is provided in Appendix A of this document.*

**Response C.5:** This comment is acknowledged and does not provide any new information that would change the analysis or conclusions in the Draft EIR. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment C.6:** VTA requests that City of Mountain View staff include a condition of approval for the developer to coordinate with VTA on the future implementation of these improvements, and for the developer to provide advance notice to VTA of any work affecting these bus stops.

**Response C.6:** The City will include a condition of approval in the findings report for all requested entitlements (including the Development Review Permit and the Planned Community Permit) for the project to comply with VTA design guidelines and standards and to provide advanced notice to VTA if any construction activities will affect adjacent bus stops. The project applicant will coordinate with VTA on the future implementation of these improvements. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment C.7:** VTA Bus Stop and Passenger Facility Design Criteria and Standards
VTA has numerous requests informed and supported by VTA’s Bus Stop & Facility Design Criteria and Standards. These requests are attached as Attachment C.

*Note that Attachment C referenced in the above comment is provided in Appendix A of this document.*

**Response C.7:** Requests included in the referenced Attachment C are related to specific design details for the project to ensure compliance with the design criteria and standards established by VTA, and are not required to address or reduce any impacts identified under CEQA. The City will include a condition of approval for the project to comply with VTA design guidelines and standards, including those noted in the referenced Attachment C that was included as part of this comment letter. The project applicant will coordinate with VTA on the future implementation of these improvements. Specific design details (such as delineator placement and striping improvements) would be finalized during the review of the Off-Site Improvement Plans by the City, VTA and Caltrans. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment C.8:** Travel Demand Management (TDM) program

VTA appreciates the document's acknowledgement that a TDM program must be implemented for this project. VTA would like additional details on these TDM measures as well as a stronger commitment on what aspects will be funded by the project.

**Response C.8:** The City will include a condition of approval for the project to submit the final TDM program to the City's Public Works Department as part of the building permit process. The applicant would be responsible for funding the project-specific TDM measures. The applicant will coordinate with VTA as necessary upon completion of the final TDM program and its submittal to the City. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

## D. Santa Clara Valley Water District (dated April 25, 2025)

**Comment D.1:**

The Santa Clara Valley Water District (Valley Water) has reviewed the draft Supplemental Environmental Impact Report (DEIR) for the 749 West El Camino Real Mixed-Use project in Mountain View and has the following comments:

**Response D.1:** This section introduces the comments below, which are subsequently responded to below.

**Comment D.2:** 1. There is no estimation of potential water use stated in the DEIR by the development.

**Response D.2:** As discussed in Section 1.1.1 (page 3) of the Draft EIR, the analysis in the Draft EIR tiers from the certified 2014 El Camino Real Precise Plan Final EIR (2014 EIR, State Clearinghouse [SCH] # 2014032002) and City of Mountain View Housing Element Update EIR (Housing Element EIR, SCH# 2022020129). Pursuant to CEQA Guidelines 15152, the Draft EIR relies upon and incorporates by reference the analysis already completed in these broader EIRs to eliminate repetitive discussions. As such, the impact analysis in Section 4.10 (pages 140 to 146) and Section 4.18 of the Draft EIR (pages 213 to 224) summarizes the findings disclosed in the 2014 EIR and Housing Element EIR and confirms that the proposed project would be consistent with the assumptions in the 2014 EIR and Housing Element EIR and would implement the same measures identified in those documents to result in a less than significant impact to hydrology and water quality and utilities and service systems (including groundwater supply and potable water infrastructure). Based on the tiered impact discussion, inclusion of the potential water use for the proposed project was not required to determine that the project would result in a less than significant impact to hydrology and water quality and utilities and service systems.

Although an estimate for the potential water use for the proposed project is not required for the impact discussion in the Draft EIR, an estimate was included in the Utility Impact Study prepared for the project (Appendix I of the Draft EIR). As shown in Table 1 of the Utility Impact Study (page 2 of Appendix I), it is estimated that the project would have a daily potable water demand of 35,565 gallons per day.

**Comment D.3:** To meet its fair share of water conservation assumptions in the Urban Water Management Plans for Valley Water and the City of Mountain View all available water conservation measures should be incorporated into the project, including submeters for all residential units to encourage efficient water use. Studies have shown that adding submeters can reduce water use by 15 to 30 percent.

**Response D.3:** As discussed in Section 2.3.6 (page 23) of the Draft EIR, "The proposed buildings would achieve LEED Silver certification by incorporating green building measures including landscaped bioretention areas, drought tolerant landscaping with high-efficiency irrigation, water efficient interior fixtures, energy efficient appliances, and solar panels on the rooftop." In addition, the project would install submeters for each residential unit in the multi-family residential building to assist with tracking water use and identifying potential opportunities for conservation and increasing efficiency. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment D.4:** 2. Valley Water has no right of way or facilities at this location. No encroachment permit is required in accordance with Valley Water's Water Resources Protection Ordinance. The project is in an area of reduced flood risk (Zone X), and away from any creeks or water channels.

**Response D.4:** This comment is acknowledged, and the description of the site in the comment is consistent with what is described in the Draft EIR. Therefore, no revisions to the Draft EIR text are necessary.

**E. Kristina Pereyra (dated April 6, 2025)**

**Comment E.1:** I was out on the walk when I noticed the development placard and took a look - hoping it was going to be at least residential and not office space, as we have a desperate housing shortage in this community. I was delighted to see that the plan is for apartment units, not ownership units which are even more desperately in need.

I'm sure most of the mail you get is against new development, but I wanted to make sure you got one that is in favor. This looks like an excellent addition to our community.

> **Response E.1:** This comment is acknowledged and will be considered by the lead agency during the decision-making process for the project's approval. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**F. Mario Lecce (dated March 20, 2025)**

**Comment F.1:** I am most vehemently opposed to the development of the property known as 749 El Camino Real, 94040.

The people and city of Mountain View need more single-family home owner residents that make long term commitments to join and actively contribute to the community with personal and financial participation. What the People and City of Mountain View DO NOT need is another foreign/out of city/out of county/out of state business identity of some corporate hedge fund whose only concern is maximum profit for minimum investment. These corporate interests come into our city only to feed off our booming economy. Just like any parasite they feed off the host and contribute nothing other than drive prices higher and higher to what the "market will bear". They are the main force of inflation and will transform our community into a subset of migrant workers, fixed income employees living in corporate housing unable to afford to purchase a home in the city they work, where their children might attend school.

As we see and as it has been proven in studies conducted by the University of California with Walmart stores. In ALL cases those communities that allowed Walmart to do business believing the promised income of increased sales tax see after a few years the small businesses failing and closing down and moving out. Walmart sub-par salaries cause extra strain in county funded programs for welfare, healthcare and social services. All the while Walmart made record windfall profits.

The same can be said for large corporate housing developers.

> **Response F.1:** This comment is acknowledged and will be considered by the lead agency during the decision-making process for the project's approval. The comment

does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment F.2:** Specifically, the intersection at Castro Street and El Camino is presently crowded and frustrating. The left turn lane for Northbound traffic to Castro West is overflowing and blocking the #1 lane of El Camino. As the school day ends cars and children traveling east from Castro Street floods the crosswalks and traffic has been blocked from as far North to Shoreline and South as far and Grant Road.

**Response F.2:** Details regarding potential transportation impacts of the proposed project are included in Section 4.16 of the Draft EIR, and a full analysis is provided in the Multi-Modal Transportation Analysis (MTA) prepared for the project (Appendix H of the Draft EIR). A detailed discussion regarding intersection queuing impacts associated with the additional vehicle trips generated by the project is included on pages 202 to 203 of the Draft EIR.

As detailed in that discussion, the project would exacerbate existing deficiencies at two intersections, including the El Camino Real to southbound Castro Street left turn movement. Under existing conditions, the left turn queue from El Camino Real to southbound Castro Street exceeds the storage capacity of the lane by one vehicle during the afternoon peak-hour; however, this deficiency was not found to have a significant effect on through traffic in either direction, as there are sufficient through lanes for vehicles travelling to the east and west on El Camino Real and traffic is able to move around the queuing vehicles. Implementation of the project would add one vehicle to the queue at the El Camino Real/Castro Street intersection during the afternoon peak-hour. Based on the analysis in the project-specific MTA, the small increase in vehicles queuing at the El Camino Real/Castro Street intersection during the afternoon peak-hour would not be expected to affect the westbound through traffic, as there are three westbound through lanes that would continue to operate adequately.

The comment does not provide new information that would change the analysis or conclusions disclosed in the Draft EIR. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment F.3:** An additional 299 resident homes there at 749 is plainly unsupportable. This development will destroy the peace and quiet enjoyed by the people at Victor Way and the area several blocks around. It will cause greater traffic jams, introducing more air and sound pollution, greater confusion and stress. Sooner or later accidents will happen.

Even with a maximum physical effort of widening the streets and synchronizing the traffic lights and recessing the bus stops as to not block the traffic lanes the situation will not be resolved with such high density living.

**Response F.3:** The Draft EIR includes analysis regarding construction and operational air quality impacts, construction and operational noise impacts, and transportation impacts in Section 4.3, Section 4.12, and Section 4.16 of the Draft EIR, respectively. As described in the impact discussion under Section 4.3 (pages 63 to 83 of the Draft EIR), the project would generate air pollutant emissions during construction activities and during operation of the completed project; however, these emissions and the associated health risk effects to surrounding receptors would be reduced to a less than significant level with implementation of conditions of approval COA AQ-1.1, COA AQ-1.2 and COA AQ-1.3 (which are required pursuant to 2014 EIR MM AIR-1 and Housing Element EIR MM AIR-2), and COA AQ-1.4.

The impact discussion under Section 4.12 (pages 160 to 167 of the Draft EIR), discloses the project's potential construction and operational noise impacts. The Draft EIR acknowledged that construction activities on-site would result in temporary noise increases in the vicinity of the site; however, implementation of condition of approval COA NOI-1.1 would reduce those temporary impacts to a less than significant level. To evaluate the impact of the project on traffic noise in the area, a Traffic Noise Assessment was prepared and included as Appendix G to the Draft EIR. The Traffic Noise Assessment and Draft EIR concluded that noise levels at nearby receptors would not be substantially increased by the additional vehicle trips generated by the project.

As detailed in Response F.2 above, potential transportation impacts of the proposed project are included in Section 4.16 of the Draft EIR (pages 197 to 204), and a full analysis was provided in the MTA prepared for the project (Appendix H of the Draft EIR). Intersection queuing impacts associated with the additional vehicle trips generated by the project is included on pages 202 to 203 of the Draft EIR and were detailed further in Response F.2 above. In addition to the discussion regarding intersection queueing, the Draft EIR included a discussion on the project's potential impact to the roadway system (see pages 197 to 198 of the Draft EIR) and the level of service at intersections around the project site. This discussion was based on an analysis in the project specific MTA (Appendix H of the Draft EIR). The analysis determined that although implementation of the project would result in additional vehicle trips in the project vicinity, all study intersections would continue to operate at acceptable levels during both the morning and afternoon peak hours of traffic based on the thresholds outlined in the certified 2014 El Camino Real Precise Plan Final EIR (2014 EIR, State Clearinghouse [SCH] # 2014032002) and the City's General Plan Action Item MOB 8.1.3.

The project specific MTA (Appendix H of the Draft EIR) also evaluated the project design, including the off-site safety improvements proposed by the project on Lane Avenue and Victor Way (as detailed on page 20 of the Draft EIR) to determine whether the project design would generate any new significant conflict points for vehicles and pedestrians/bicyclists. As summarized in Section 4.16 of the Draft EIR (specifically on page 202), the project driveways, when considered with the off-site safety

improvements, would not generate any new significant conflict points for vehicles and pedestrians/bicyclists.

The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

**Comment F.4:** There should be no high-density residential construction near the downtown area west of El Camino. To do so will turn this great community of Mountain View where I am living for 25+ years into a New York City borough and destroy what Mountain View is today.

A city of pioneering high-tech innovation, great schools and parks full of shops and restaurants and free downtown parking, a great public transportation hub, a legendary farmers market and a most competent police, fire and safety organization.

Please. I beg you. Do not dilute our community with this type of massive project that only benefits private interests.

**Response F.4:** This comment is acknowledged and will be considered by the lead agency during the decision-making process for the project's approval. The comment does not raise any specific issues about the adequacy of the Draft EIR; therefore, no further response is required.

# Section 5.0 Draft EIR Text Revisions

This section contains revisions to the text of the 749 West El Camino Real Mixed-Use project Draft EIR, dated March 11, 2025. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

Page 39 **ADD** the following text after the last paragraph in COA CUL-2.1:

> **Discoveries within Caltrans Right-of-Way (ROW):** If there is an inadvertent archaeological or burial discovery that occurs within Caltrans' ROW, the project sponsor shall immediately contact the Caltrans Office of Cultural Resource Studies at (510) 847-1977. A Caltrans staff archaeologist shall evaluate the find(s) within one business day after receiving contact from the project sponsor, and Caltrans shall be provided a copy of any potential data recovery plans that cover resources within Caltrans' ROW for review.

Page 131 **REVISE** the following text:

> **Toxic Assessment:** A toxic assessment report shall be prepared and submitted as part of the building permit submittal. Specifically for the 749 West El Camino Rela Mixed-Use project, the toxic assessment shall disclose whether any pesticides and/or organochlorine pesticides (OCPs) were known to have been used on-site, and summarize the results of soil sampling and testing to be completed on-site to disclose the concentrations of dichloro-diphenyl-trichloroethane (DDT), toxaphene, and dieldrin, if present. The toxic assessment shall also determine the concentration of arsenic in the soil and any other contaminants of concern related to the historic uses on-site (e.g., Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons). Subsurface sampling shall be compared to current DTSC, Water Board, or U.S. EPA screening levels for the proposed land uses and background levels to determine if a risk is present. If elevated levels of contamination are found and remediation and/or management measures are required, this information would be included in the toxic assessment and the toxic assessment shall be reviewed and approved by a regulatory oversight agency, such as the Santa Clara County Department of Environmental Health, Regional Water Quality Control Board, or the Department of Toxic Substances Control. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by the appropriate regulatory oversight agency~~: the City's Fire and Environmental Protection Division (FEPD); the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction~~. No building permits shall be issued until each agency and/or department with jurisdiction has released the site as clean or a site toxics mitigation plan has been approved.

Page 200 **ADD** the following text at the end of the paragraph below the Pedestrian Facilities heading:

The improvements would also be consistent with the City's Comprehensive Modal Plan and General Plan Policies LUD 8.5, MOB 1.6, and MOB 2.1 by ensuring that roadway improvements address the needs of pedestrians, provide traffic calming, and improve universal access.

In addition, the project would comply with the following City standard conditions of approval to ensure limited interruptions to pedestrian facilities during construction of the project.

City Standard Conditions of Approval:

**COA TRN-1.1: Traffic Control Plans:** Upon first submittal of the building permit and improvement plans, the applicant shall submit traffic control plans for any off-site and on-site improvements or any work that requires temporary lane closure, shoulder closure, bike lane closure, and/or sidewalk closure for review and approval. Sidewalk closures are not allowed unless reconstruction of sidewalk necessitates temporary sidewalk closure. In these instances, sidewalk detours should be shown on the Traffic Control Plans. Traffic control plans shall show and identify, at a minimum, work areas, delineators, signs, and other traffic-control measures required for work that impacts traffic on existing streets and shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD). A completed Traffic Control Checklist shall be included with each traffic control plan submittal.

**Construction Management Plan:** Upon first submittal of the building permit and improvement plans, the applicant shall provide a construction traffic and parking management plan with the building plans and within the improvement plans identified "For Reference Only." The plan must be approved prior to the issuance of a building permit, including demolition. The plan must show the following:

1. **Truck Route:** Truck route (to and from project site) for construction and delivery trucks pursuant to City Code Sections 19.58 and 19.59 and which do not include neighborhood residential streets;

2. **Construction Phasing, Equipment, Storage, and Parking:** Show and identify construction vehicle and equipment parking area, material storage and lay-down area, sanitation facilities, and construction trailer location for each phase of construction. All construction vehicles, equipment, and trailers shall be located on-site or at a site nearby (not on a public street or public parking)

arranged by the permittee/contractor. Construction equipment, materials, or vehicles shall not be stored or parked on public streets or public parking lots, unless approved by the Public Works Director due to special conditions. Construction contractors/workers are required to park on-site or at a private property arranged by the permittee/contractor and shall not be allowed to use neighboring streets for parking/storage;

3. **Sidewalks:** Sidewalk closure or narrowing is not allowed during any on-site construction activities; and

4. **Traffic Control and Detour Plans:** Traffic control plans, including detour plans, shall be submitted to the Public Works Department for review and approval for any on-site improvements and work related to the phases of the construction management plan, which requires temporary roadway closure, lane closure, shoulder closure, and/or bike lane closure. Pedestrian detour plans shall be provided when necessary.

Traffic control plans shall be prepared in accordance with the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD). A completed Traffic Control Checklist shall be included with each traffic control plan submittal. A separate Excavation Permit from the Public Works Department will be required prior to the issuance of the building permit.

For these reasons, the project would not conflict with a program, plan, ordinance, or policy addressing the pedestrian circulation system, consistent with the findings in the 2014 EIR and Housing Element EIR. **(Same Impact as Approved Project [Less than Significant])**

Page 216 **ADD** the following text at the beginning of footnote 221:

The City's adopted Storm Drain Master Plan, dated April 2019, included storm drain capacity modeling based on established land uses and development assumptions in the City and concluded that there would not be any storm drain capacity issues adjacent to or downstream of 749 El Camino Real with buildout of the assumed land uses. Source: Eguilos, Tony. Assistant Engineer, City of Mountain View – Public Works Department. Personal Communication. November 15, 2022.

## Appendix A: Draft EIR Comment Letters

**California Department of Transportation**

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

April 23, 2025

SCH #: 2023050251
GTS #: 04-SCL-2023-01394
GTS ID: 29765
Co/Rt/Pm: SCL/82/19.83

Margaret Netto, Consulting Senior Planner
City of Mountain View
500 Castro Street
Mountain View, CA 94039-7540

**Re: 749 West El Camino Real Mixed-Use Project – Draft Environmental Impact Report (DEIR)**

Dear Margaret Netto:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the West El Camino Real Mixed-Use Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the March 2025 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

**Project Understanding**
The proposed project is a mixed-use commercial and housing development adjacent to State Route 82 (SR 82). The project includes a facility for an existing bank and will have commercial space and 299 multi-family residential units with 33 of those units that are reserved for low- to very-low- income households.

**Travel Demand Analysis**
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Vehicle Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide (*link*).

The project VMT analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

**Hydrology**
Report states that "There are no storm drain capacity issues adjacent to or downstream of the project site, and the existing stormwater infrastructure would continue to have adequate capacity after construction of the project. "(pg. 221). More information is required to confirm this statement. Increased runoff should be intercepted by adequate number of Drainage Inlets (if required) so that run-off does not affect Caltrans' Right-of-Way (ROW) on SR 82. Any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

**Cultural Resources**
Should construction activities within Caltrans' ROW take place in relation to this project, these mitigation measures shall be implemented if there is an archaeological discovery. If there is an inadvertent archaeological or burial discovery within Caltrans' ROW, please immediately contact the Caltrans Office of Cultural Resource Studies at (510) 847-1977. A staff archaeologist will evaluate the finds within one business day after contact. Caltrans requires review of any potential data recovery plans within Caltrans' ROW.

**Construction-Related Impacts**
Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (*link*).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

**Lead Agency**
As the Lead Agency, the City is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

**Equitable Access**
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the

project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

**Encroachment Permit**
Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway Rights-of-Way (ROW) requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist (*link*)
- Caltrans Encroachment Projects Processes – Information Video (*link*)
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual (*link*)

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (*link*).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website (*link*) or contact LDR-D4@dot.ca.gov.

Sincerely,

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse

Department of Toxic Substances Control

***Yana Garcia***
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
Sacramento, California 95826-3200
dtsc.ca.gov

***Gavin Newsom***
Governor

**SENT VIA ELECTRONIC MAIL**

March 20, 2025

Margaret Netto
Consulting Senior Planner
City of Mountain View
500 Castro Street
Mountain View, CA 94039-7540
Margaret.Netto@mountainview.gov

RE: SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE 749 WEST EL CAMINO REAL MIXED-USE PROJECT DATED MARCH 6, 2025, STATE CLEARINGHOUSE NUMBER 2023050251

Dear Margaret Netto,

The Department of Toxic Substances Control (DTSC) reviewed the Supplemental Environmental Impact Report (SEIR) for the 749 West El Camino Real Mixed-Use Project (Project). The Project would demolish the existing 1,487 square foot restaurant building, 18,302 square foot bank building, and all associated surface parking and landscaping on-site to construct two new buildings on-site: 1) a two-story, 41 feet tall, 11,500 square foot bank and 2) a six-story, mixed-use building with 299 multi-family residential units up to 13,465 square feet of ground-floor commercial uses, and two levels of underground parking.

In March 2020, a Phase I Environmental Site Assessment (ESA) was prepared for the Project by Ramboll. The ESA states that former underground storage tanks (USTs) were removed from the northwestern portion of the site according to a Subsurface Investigation Report conducted prior to 1990 and the report does not provide any information regarding oversight of the UST removals by a regulatory agency. The ESA also states: “Ramboll was not provided with any specific information regarding historical

agricultural chemical use, although pesticides or other agricultural chemicals may have been applied on the site, and it is possible that residual concentrations of agricultural chemicals may be present in soil and potentially groundwater." The City addresses these issues in the SEIR under COA HAZ -2.1 Toxic Assessment section stating: "A toxic assessment report shall be prepared and submitted as part of the building permit submittal. The applicant must demonstrate that hazardous materials do not exist on the site or that construction activities and the proposed use of this site are approved by: the City's Fire and Environmental Protection Division (FEPD); the State Department of Health Services; the Regional Water Quality Control Board; and any Federal agency with jurisdiction".

DTSC recommends and requests consideration of the following comments:

1. The City's Fire and Environmental Protection Division (FEPD) is not a certified local agency, therefore, DTSC recommends the City of Mountain View address contamination found to be present within the Project area through oversight from a self-certified local agency, DTSC or Regional Water Quality Control Board. If entering into one of DTSC's voluntary agreements, please note that DTSC uses a single standard Request for Lead Agency Oversight Application for all agreement types. Please apply for DTSC oversight using this link: Request for Agency Oversight Application. Submittal of the online application includes an agreement to pay costs incurred during agreement preparation. If you have any questions about the application portal, please contact the relevant Regional Brownfield Coordinator for your Project.
2. When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern (COCs) can be present. The Lead Agency shall identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are dichloro-diphenyl-trichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet HHRA NOTE NUMBER 3, DTSC-SLs approved local area baselines or thresholds. If they are not, remedial action

must take place to mitigate them below those thresholds.

Additional COCs may be found in mixing/loading/storage areas, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required.

3. DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual. Additionally, DTSC advises referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.

DTSC would like to thank you for the opportunity to comment on the SEIR for the 749 West El Camino Real Mixed-Use Project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via our CEQA Review email for additional guidance.

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit

Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Land Use and Climate Innovation
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Scott Wiley
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Scott.Wiley@dtsc.ca.gov

Santa Clara Valley Transportation Authority

April 25th, 2025

City of Mountain View
500 Castro Street
Mountain View, CA 94041
Attn: Margaret Netto

Dear Margaret,

VTA appreciates the opportunity to comment on the draft Environmental Impact Report (EIR) for the 749 West El Camino Real Mixed-Use Project (SCH #2023050251).

VTA has reviewed the document and has the following comments:

Project Location and Land Use/Transportation Integration

VTA supports the proposed land use intensifications in the project area, located within close proximity to VTA bus service lines 22, 51, 52. Rapid 522, and located within one mile of the Mountain View Transit Center. VTA commends the City for proposing up to 299 multi-family residential units (33 being for low- to very-low income), 13,465 sq. ft. of new commercial uses, and new 11,500 sq. ft bank, in addition to two levels of underground parking and a public plaza. The addition of these new uses will significantly support transit ridership, and the residential land use will complement the area's current mixed-land uses. VTA supports a mix of land uses that encourage a live-work-play activity center for Mountain View that offers additional opportunities for residents and employees to incrementally reduce vehicle trips, and greenhouse gas emissions. VTA recommends integrating open space into the adjacent developments wherever possible.

Also, VTA supports policies and plans that target growth around the established cores, transportation corridors, and station areas in the County, as described in VTA's Community Design & Transportation (CDT) Program and CDT Manual. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and has been endorsed by all 15 Santa Clara County cities and the County.

Site Plan

VTA appreciates the inclusion of a high-quality public plaza, and significant retail and active uses

along both project frontages. VTA reiterates our recommendation from an earlier review of the site plans to tighten the radius of the Castro/El Camino intersection corner. Tightening this radius will add to the public domain and slow vehicles as they turn from Castro Street onto El Camino Real, improving safety for pedestrians and cyclists. Reclaiming this space for people will also improve public life at this location.

Bicycle and Pedestrian Accommodations

The inclusion of 424 long-term bicycle parking spaces, 34 short-term bicycle parking spaces, and tree-planting to provide shade is appreciated. The proposed new buffered bike lane along the project frontage on El Camino Real, which would eliminate conflicts between buses and bicyclists is also appreciated. While this DEIR does not include in-depth detail on bicycle parking in the project, VTA reiterates our comments regarding bike lounges on the site plan from early 2022, which is attached to this letter as Attachment A. VTA appreciates the project's inclusion of active transportations accommodations that support sustainable transportation for all employees, customers, and residents of the development, and helps to reduce the project's automobile trips and vehicle miles traveled.

Transit Accommodations

VTA appreciates the City's efforts to work with the developer to improve and relocate the existing bus stops along the project frontages. In September 2022, BKF Engineers, at the request of City Mountain View staff, reached out to VTA staff to approve suggested project bus stop improvements via a formal letter. BKF's requested clearance to vacate two transit shelter easements located on El Camino Ral and Castro Street. VTA provided approval via formal letter in February 2025 – this letter has been attached as Attachment B.

These improvements include:

*Eastbound El Camino Real east of Castro Street:*

- Bus stop relocation west
- 10' wide bus boarding island
- 17' shelter with AC power connection
- 10' x 150' Bus pad

*Northbound Castro Street south of El Camino Real:*

- Bus stop relocation south
- 13' shelter with AC power connection

VTA requests that City of Mountain View staff include a condition of approval for the developer to coordinate with VTA on the future implementation of these improvements, and for the developer to provide advance notice to VTA of any work affecting these bus stops.

VTA Bus Stop and Passenger Facility Design Criteria and Standards

VTA has numerous requests informed and supported by VTA's Bus Stop & Facility Design Criteria and Standards. These requests are attached as Attachment C.

Travel Demand Management (TDM) program

VTA appreciates the document's acknowledgement that a TDM program must be implemented for this project. VTA would like additional details on these TDM measures as well as a stronger commitment on what aspects will be funded by the project.

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at triana.crighton@vta.org, or the VTA Land Use and Development Review team at plan.review@vta.org

Sincerely,



Triana Crighton
Senior Transportation Planner
MV2203

CC: Diana Pancholi, Chong Hong

Site Plan

VTA appreciates the inclusion of a high-quality public plaza, and significant retail and active uses along both project frontages. VTA recommends tightening the radius of the Castro/El Camino intersection corner. Tightening this radius will add to the public domain and slow vehicles as they turn from Castro Street onto El Camino Real, improving safety for pedestrians and cyclists. Reclaiming this space for people will also improve public life at this location.

Bicycle and Pedestrian Accommodations

The inclusion of multiple short term bike rack locations is appreciated. Adding one rack near the bank could improve access for those customers. The large bike lounge along Castro will help activate the frontage. VTA recommends all bike lounge access doors include ADA accessible kick plates to accommodate all users. Having a door in the vehicle entrance for the bike lounge could pose some safety challenges. VTA recommends relocating this to another location. All bike lounges should be equipped with several short-term floor racks to accommodate larger bikes like cargo or trikes. Including long term bike parking in the commercial bike storage room is a very important transportation demand management strategy. This will allow for sustainable modes of transportation options for all workers.

Transit Accommodations

The Floor Area Loss diagram on sheet X-002 unfortunately does not depict the gains from having multimodal improvements along El Camino Real. Right of Way is always about tradeoffs, and using space along the frontage to support biking, walking and transit users will improve the overall project and experience along El Camino. A small loss of developable space could yield significant improvements for transportation. VTA is open to moving the bus stop on the El Camino Real frontage closer to Castro Street, provided that the phasing with the temporary bank parking can be resolved (see further discussion below). Ultimately, VTA recommends that a bus stop closer to Castro Street will better support transit riders and operations. By relocating the bus stop closer to Castro Street, VTA believes that loss of developable space could be moved to the plaza area, without much impact to the public space if so desired. Depending on how much space is available in the curb side travel/parking lane, there might be minimal impacts to the development along El Camino Real to accommodate all proposed transportation enhancements.

The new bus stop location proposed on sheet A-110 will conflict with the interim surface parking access plans on sheet A-180. Having a temporary parking plan for the bank will pose a challenge to building out permanent floating bus stop facility with separation of bike lanes on El Camino Real. A detailed phasing plan should be included which documents the interim parking plan, full build out of development and City of Mountain View's schedule for separated bike lanes on El Camino Real. VTA's standard shelter specs are attached for the Castro Street bus stop. In the renderings for the plaza and transit shelter along the plaza and El Camino, there is a larger shelter that matches the aesthetic of the plaza. VTA allows custom shelters at their bus stops but does not assume maintenance. VTA would require further review of the shelter structure and that a maintenance agreement be put in place with the entity that will maintain the plaza for the custom shelter.

The following details should be considered for permanent build out of the bus stop along El Camino Real as discussed with Mountain View staff on 01/27/2022:

- A floating island bus platform to accommodate two 60’ articulated buses, this platform should span 150’ to allow for buses to safely merge from the platform.
- A bike lane that bends around the platform and includes ADA raised crossings from curb to platform
- Platform should be a minimum of 10’ wide
- VTA could accommodate a minimum of 4’ for the bike lane around the platform, current VTA guidance shows 5’ - VTA is using 4’ for design of the Central Bikeway along El Camino Real in Santa Clara; this slows bikes as they travel around the platform and interact with pedestrians
- Include one 16’ shelter on the boarding platform
- VTA’s recommendation of tree locations along bus stops will need to be adjusted as plans develop and the bus stop location is settled

VTA requests the following for the bus stop on Castro Street:

- VTA is open to relocating the stop closer to the intersection, this would require modifying the curb side lane to a straight through/right-hand turn lane
- Include one 13’ shelter, which can be located behind the sidewalk provided that an easement can be granted (VTA specs attached)
- VTA’s recommendation of tree locations along bus stops will need to be adjusted as plans develop and the bus stop location is settled

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Attachment B

Santa Clara Valley Transportation Authority

2/25/2025

Ruben Mendoza
BKF Engineers
1730 N First Street, Suite 600
San Jose, CA 95112

Mr. Mendoza,

Staff reviewed the final plans for the development on 749 W. El Camino Real, Mountain View, CA 94040, and approved the improvements shown on the plans.

Bus stop improvements on eastbound El Camino Real east of Castro Street.

- Bus stop relocation west
- 10’ wide bus boarding island
- 17’ shelter with AC power connection
- 10’ x 150’ Bus pad

Bus stop improvements on northbound Castro Street south of El Camino Real.

- Bus stop relocation south
- 13’ shelter with AC power connection

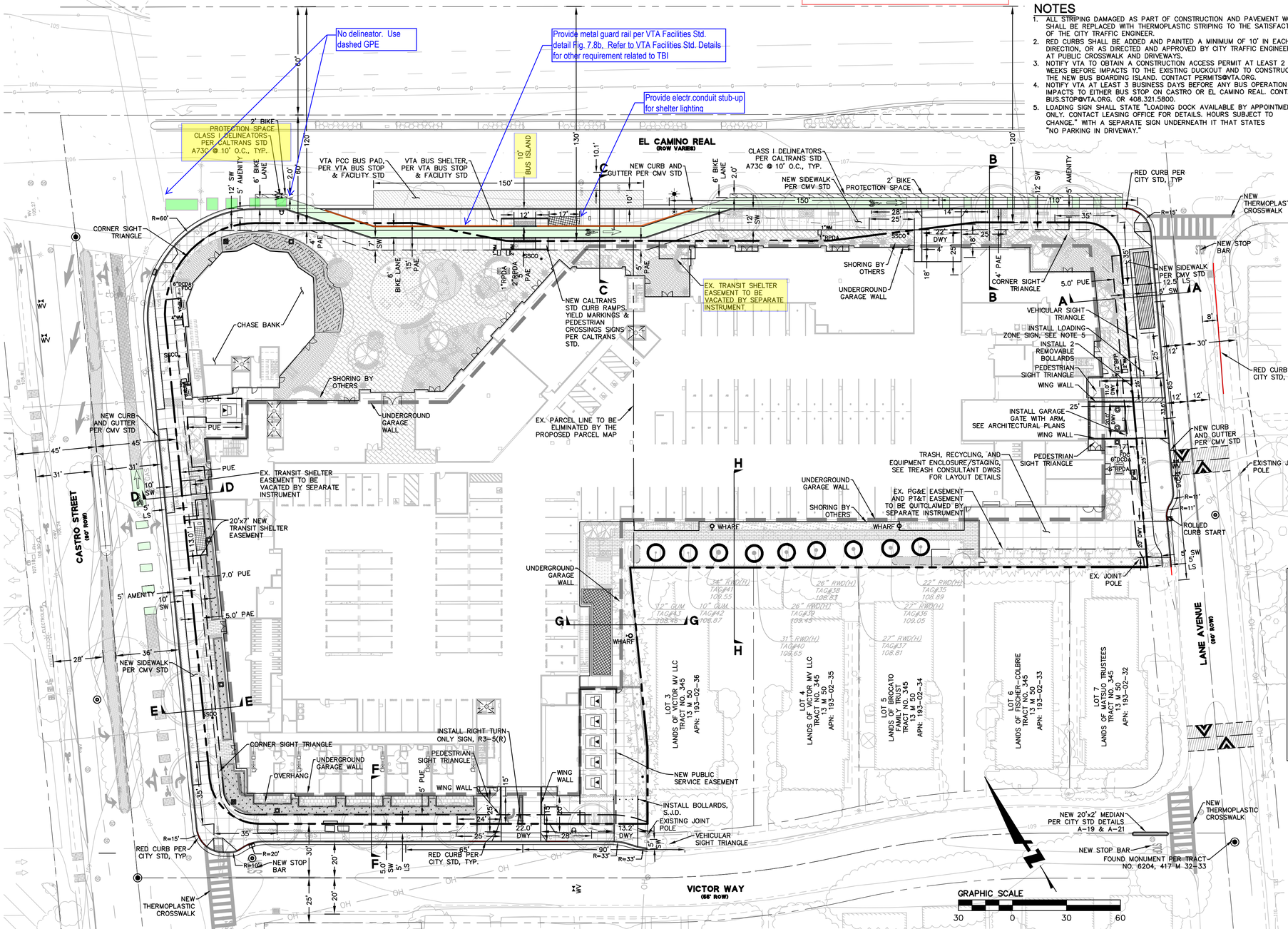
Prior to construction, please reach out to bus.stop@vta.org for any bus operations impacts affecting this stop at least 3 business days in advance. A minimum of two weeks is required for a Construction Access Permit for the construction of the bus pad. Reach out to permits@vta.org.

Sincerely,

DocuSigned by:
michael catangay
065FE335F0D143A...

Michael Catangay
Transit Service Development Supervisor
Santa Clara Valley Transportation Authority (VTA)

Attachment C




## NOTES

1. ALL STRIPING DAMAGED AS PART OF CONSTRUCTION AND PAVEMENT WORK SHALL BE REPLACED WITH THERMOPLASTIC STRIPING TO THE SATISFACTION OF THE CITY TRAFFIC ENGINEER.
2. RED CURBS SHALL BE ADDED AND PAINTED A MINIMUM OF 10' IN EACH DIRECTION, OR AS DIRECTED AND APPROVED BY CITY TRAFFIC ENGINEER, AT PUBLIC CROSSWALK AND DRIVEWAYS.
3. NOTIFY VTA TO OBTAIN A CONSTRUCTION ACCESS PERMIT AT LEAST 2 WEEKS BEFORE IMPACTS TO THE EXISTING DUCKOUT AND TO CONSTRUCT THE NEW BUS BOARDING ISLAND. CONTACT PERMITS@VTA.ORG.
4. NOTIFY VTA AT LEAST 3 BUSINESS DAYS BEFORE ANY BUS OPERATION IMPACTS TO EITHER BUS STOP ON CASTRO OR EL CAMINO REAL. CONTACT BUS.STOP@VTA.ORG. OR 408.321.5800.
5. LOADING SIGN SHALL STATE "LOADING DOCK AVAILABLE BY APPOINTMENT ONLY. CONTACT LEASING OFFICE FOR DETAILS. HOURS SUBJECT TO CHANGE." WITH A SEPARATE SIGN UNDERNEATH IT THAT STATES "NO PARKING IN DRIVEWAY."

## ABBREVIATIONS

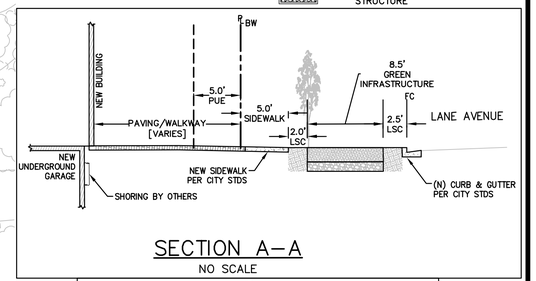
| | |
|---|---|
| AD | AREA DRAIN |
| BFP | BACK FLOW PREVENTER |
| BW | BACK OF WALK |
| CB | CATCH BASIN |
| EV | ELECTRICAL VAULT |
| FH | FIRE HYDRANT |
| G | GAS |
| IRR | IRRIGATION |
| LG | LIP OF GUTTER |
| MH | MANHOLE |
| MIN | MINIMUM |
| SD | STORM DRAIN |
| SDCO | STORM DRAIN CLEAN OUT |
| SS | SANITARY SEWER |
| SSCO | SANITARY SEWER CLEAN OUT |
| TC | TOP OF CURB |
| WM | WATER METER |
| WV | WATER VALVE |

## LEGEND

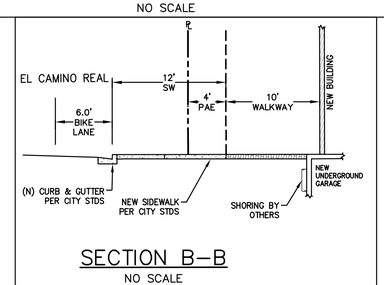
- PROPERTY LINE
- LOT LINE
- STREET CENTER LINE
- EASEMENT
- CURB & GUTTER
- SPEED HUMP PER CITY STDS
- UNDERGROUND GARAGE WALL
- SHORING WALL
- EXISTING TREE TO REMAIN
- CB CATCH BASIN
- JB JUNCTION BOX
- AD AREA DRAIN
- BB BUBBLER BOX
- SDCO SD CLEANOUT
- SD MANHOLE
- MTD MECHANICAL TREATMENT DEVICE
- SSCO SANITARY SEWER CLEANOUT
- SSMH SANITARY SEWER MANHOLE
- WM WATER METER
- WV WATER VALVE
- WHARF HYDRANT
- FH FIRE HYDRANT
- BFP BACK FLOW PREVENTER
- DCDA DOUBLE CHECK DETECTOR ASSEMBLY
- RPDA REDUCED PRESSURE DETECTOR ASSEMBLY
- TRANSFORMER
- VTA BUS SHELTER
- BIORETENTION BASIN
- FLOW THROUGH PLANTER
- SELF-RETAINING AREA
- GREEN INFRASTRUCTURE PLANTER
- TREATMENT PLANTER ON STRUCTURE

**Draft Print**
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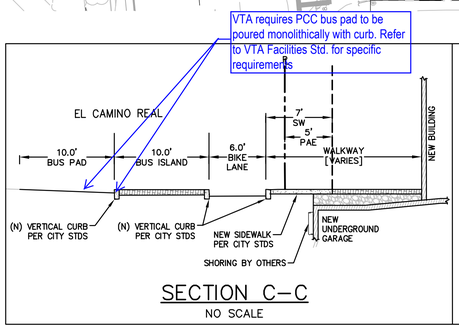
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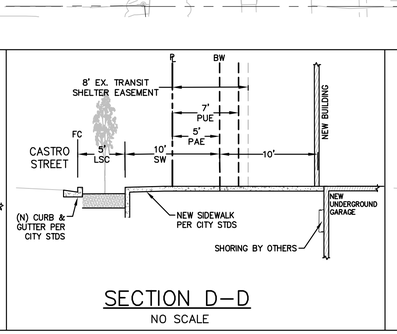

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NO SCALE



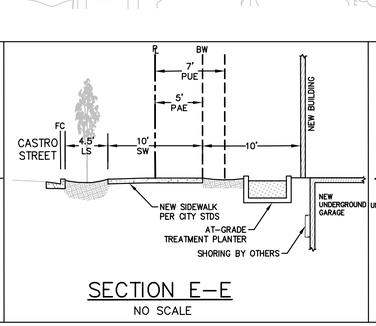

SECTION B–B
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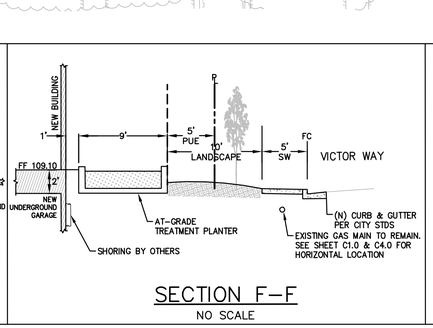

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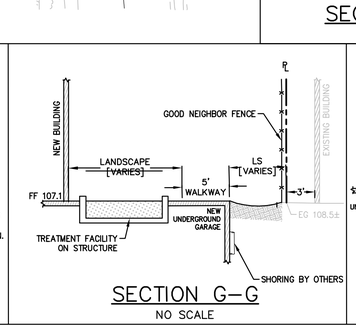

SECTION D–D
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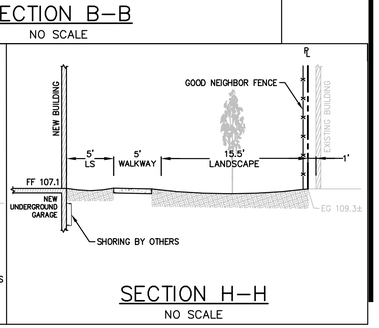

SECTION E–E
NO SCALE




SECTION F–F
NO SCALE




SECTION G–G
NO SCALE




SECTION H–H
NO SCALE


STUDIO T SQUARE
: Architecture
: Planning
: Urban Design

: 1970 Broadway , Suite 615
: Oakland, California 94612
: (510) 451 - 2850



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749 W EL CAMINO REAL
MOUNTAIN VIEW, CA 94040

CITY FORMAL APPLICATION

Sheet Title:
PRELIMINARY SITE PLAN

Job No. 19063
Date: 08/23/2024
Scale: AS SHOWN
Drawn By: RM

Sheet No:
C2.0

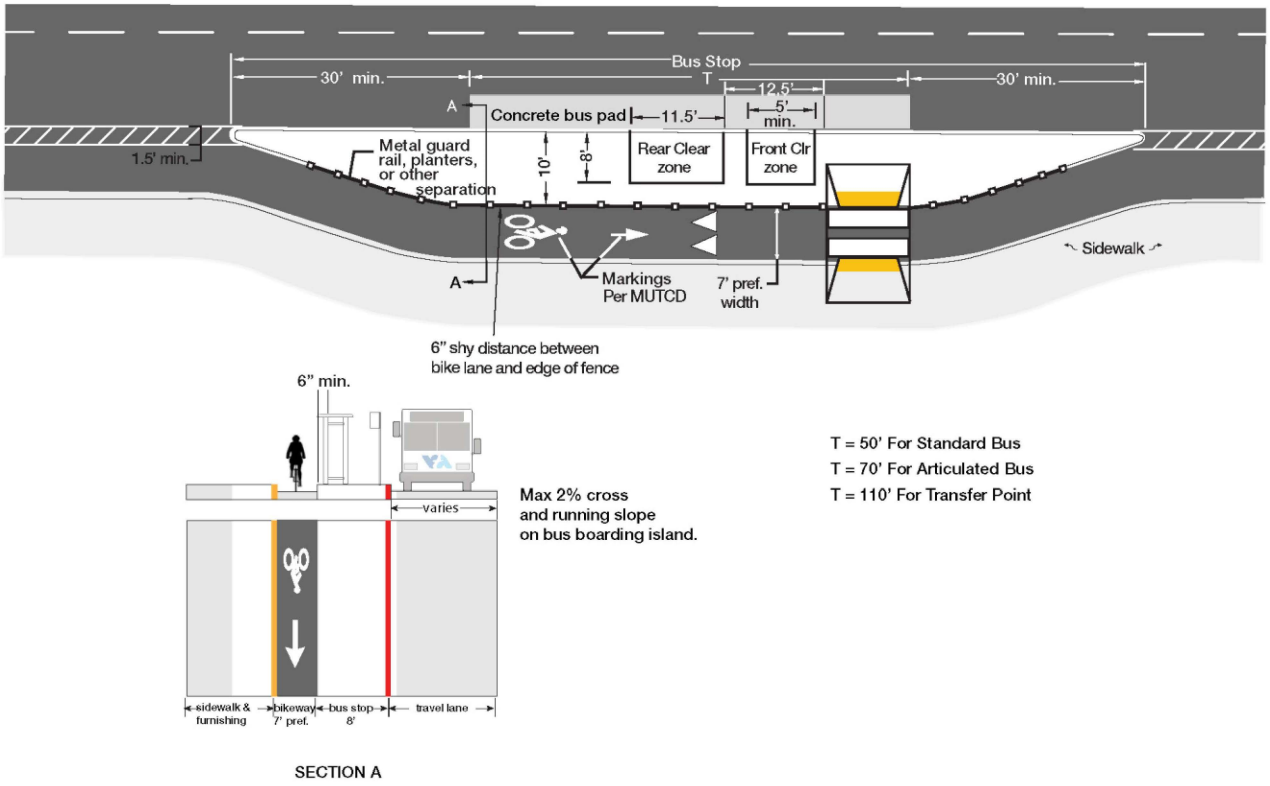



*Figure 7.8b - Bus stop where bikeway is at the same level as the roadway*

Where the bikeway is raised to the level of the sidewalk and bus boarding island (Figure 7.8c & 7.8d)

- Provide a detectable edge or detectable warning surface on either side of the bikeway so that pedestrians with visual impairments can detect the bikeway. Adjoining surfaces must differ from one another in visual contrast (light beside dark), as well as texture. See Caltrans Design Information Bulletin 89-01, FHWA's Accessible Shared Streets (FHWA-HEP-17-096, October 2017), and U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011) for design recommendations.
- Provide designated crossings for pedestrians across the bikeway.
- Optimally, the bikeway is in a contrasting color to the sidewalk. (e.g. asphalt bikeway, concrete sidewalk)

Good afternoon,

The Santa Clara Valley Water District (Valley Water) has reviewed the draft Supplemental Environmental Impact Report (DEIR) for the 749 West El Camino Real Mixed-Use project in Mountain View and has the following comments:

1. There is no estimation of potential water use stated in the DEIR by the development. To meet its fair share of water conservation assumptions in the Urban Water Management Plans for Valley Water and the City of Mountain View, all available water conservation measures should be incorporated into the project, including submeters for all residential units to encourage efficient water use. Studies have shown that adding submeters can reduce water use by 15 to 30 percent.
2. Valley Water has no right of way or facilities at this location. No encroachment permit is required in accordance with Valley Water's Water Resources Protection Ordinance. The project is in an area of reduced flood risk (Zone X), and away from any creeks or water channels.

Please provide Valley Water the opportunity to review any future environmental reports on this project,

Thank you,

Shree Dharasker
Associate Engineer Civil
Community Projects Review Unit
(408)630-3037

I was out on the walk when I noticed the development placard and took a look - hoping it was going to be at least residential and not office space, as we have a desperate housing shortage in this community. I was delighted to see that the plan is for apartment units, not ownership units which are even more desperately in need.

I'm sure most of the mail you get is against new development, but I wanted to make sure you got one that is in favor. This looks like an excellent addition to our community.

Kristina
25y+ MV resident

**From:** [redacted]
**Sent:** Thursday, March 20, 2025 4:02 PM
**To:** Netto, Margaret <Margaret.Netto@mountainview.gov>
**Subject:** RE: APNs 193-02-049 and 193-02-050

**CAUTION:** EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

RE: APNs 193-02-049 and 193-02-050

Dear Sirs and Ms Margaret Netto,

I am most vehemently opposed to the development of the property known as 749 El Camino Real, 94040.

The people and city of Mountain View need more single-family home owner residents that make long term commitments to join and actively contribute to the community with personal and financial participation. What the People and City of Mountain View DO NOT need is another foreign/out of city/out of county/out of state business identity of some corporate hedge fund whose only concern is maximum profit for minimum investment. These corporate interests come into our city only to feed off our booming economy. Just like any parasite they feed off the host and contribute nothing other than drive prices higher and higher to what the "market will bear". They are the main force of inflation and will transform our community into a subset of migrant workers, fixed income employees living in corporate housing unable to afford to purchase a home in the city they work, where their children might attend school.

As we see and as it has been proven in studies conducted by the University of California with Walmart stores. In ALL cases those communities that allowed Walmart to do business believing the promised income of increased sales tax see after a few years the small businesses failing and closing down and moving out. Walmart sub-par salaries cause extra strain in county funded programs for welfare, healthcare and social services. All the while Walmart made record windfall profits.

The same can be said for large corporate housing developers.

Specifically, the intersection at Castro Street and El Camino is presently crowded and frustrating. The left turn lane for Northbound traffic to Castro West is overflowing and

blocking the #1 lane of El Camino. As the school day ends cars and children traveling east from Castro Street floods the crosswalks and traffic has been blocked from as far North to Shoreline and South as far and Grant Road.

An additional 299 resident homes there at 749 is plainly unsupportable. This development will destroy the peace and quiet enjoyed by the people at Victor Way and the area several blocks around. It will cause greater traffic jams, introducing more air and sound pollution, greater confusion and stress. Sooner or later accidents will happen.

Even with a maximum physical effort of widening the streets and synchronizing the traffic lights and recessing the bus stops as to not block the traffic lanes the situation will not be resolved with such high density living.

There should be no high-density residential construction near the downtown area west of El Camino. To do so will turn this great community of Mountain View where I am living for 25+ years into a New York City borough and destroy what Mountain View is today.

A city of pioneering high-tech innovation, great schools and parks full of shops and restaurants and free downtown parking, a great public transportation hub, a legendary farmers market and a most competent police, fire and safety organization.

Please. I beg you. Do not dilute our community with this type of massive project that only benefits private interests.

Sincerely

Mario Lecce

[redacted]

[redacted]